



Planning Application referral to City Design

To be filled in by Planner	
Application number:	PDPL/01407/2021
Address:	223 Rouse Street, Port Melbourne
Applicant:	Song Bowden Planning
Planner:	Martin Cooksley
Date of Referral:	2 June 2022
Date to be completed	Click or tap to enter a date.
TRIM References:	Click or tap here to enter text.
Referral Type	Urban Design
Overlays	DCPO1, DDO1-2, EAO
Contributory Heritage Place (outside HO)	No
Planning Zone	Mixed Use Zone
Proposal Summary	The construction of a six-storey mixed use development with rooftop deck and basement car stacker, containing 8 dwellings and an indoor recreation facility at ground floor; a reduction in the car parking requirements; and the removal of restrictive covenant on title.;;
Relevant documents	See docs in Advertised Plans section of Attachments in One Council file.
Specific information sought by the planner	Follow up referral after initial referral – applicant addressed some concerns from RFI, also provided an urban design response. Please identify any outstanding or new issues.
Application history/previous UD advice (if relevant)	Yes – Dated 27 January 2022. Document Set ID 6214206

Planning Policy Links

- [Port Phillip Planning Scheme](#)
- [Council Plan](#)
- [Clause 21.05: Built Form](#)
- [Clause 21.05-2 Urban Structure and Character](#)
- [Clause 21.5-3: Urban Design and Public Realm](#)
- [Urban Design Guidelines for Victoria](#)
- [Apartment Design Guidelines Victoria](#)

City Design Referral

Urban Design Advisor: Peter Boyle.

Date: 16 June 2022



Note: If you require clarity on any of the comments above, or would like to forward these comments on please discuss with the Urban Design Adviser

Urban Design Topics

Amendments to the scheme include the following:

- Reduction of floor to floor heights by 50mm from 3100mm to 3050mm and consequent reduction in overall height to the top of the stair roof by 300mm from 25100mm to 24800mm
- Introduction of a vertical break and associated glazing midway along the north-west elevation that provides daylight and (possible) ventilation into the lift lobby of first and second floors and articulation of this face of the building
- Introduction of a translucent window to the Donaldson St face of the ground floor recreation room will provide some sense of internal activity to the laneway
- Setting back of balconies on level 3-6 from the south-east boundary and substitution of metal balustrades for clear glass provides an improved presentation to the street frontage
- Deletion of the roof top pool and associated glass balustrade provides a more consistent and integrated treatment to the top of the building

Referral Overview

From an urban design perspective, the proposed changes are appropriate. They improve the visual presentation of the building and its relationship to adjacent streets and properties.

Summary of Recommendations:

From an urban design perspective, the proposal is supported.



Planning Application referral to City Design

To be filled in by Planner	
Application number:	PDPL/01407/2021
Address:	223 Rouse Street, Port Melbourne
Applicant:	JGK Investments
Planner:	Martin Cooksley
Date of Referral:	24/12/2021
Date to be completed	Click or tap to enter a date.
TRIM References:	Documents in One Council
Referral Type	Urban Design
Overlays	DDO1-2; DCPO1, EAO
Contributory Heritage Place (outside HO)	No
Planning Zone	MUZ
Proposal Summary	Construction of a 6 storey mixed use development
Relevant documents	All docs in One Council
Specific information sought by the planner	<ul style="list-style-type: none"> • Height • Setbacks • Façade articulation and materials • Roof terrace elements – swimming pool etc. • Amenity/Overshadowing • Any other issues
Application history/previous UD advice (if relevant)	Click or tap here to enter text.

Planning Policy Links

- [Port Phillip Planning Scheme](#)
- [Council Plan](#)
- [Clause 21.05: Built Form](#)
- [Clause 21.05-2 Urban Structure and Character](#)
- [Clause 21.5-3: Urban Design and Public Realm](#)
- [Urban Design Guidelines for Victoria](#)
- [Apartment Design Guidelines Victoria](#)

City Design Referral

Urban Design Advisor: Peter Boyle



Date: 24 Jan. 22.

Note: If you require clarity on any of the comments above, or would like to forward these comments on please discuss with the Urban Design Adviser

Urban Design Topics

Context

The site is located on Rouse St on the corner with Donaldson St, a narrow laneway along the northern boundary that connects through to Beach St. A further narrow right-of-way runs along the rear boundary. The site is relatively small and measures 22.56m by 8.99m with an area of 203m².

The surrounding area continues to change from older, single storey light industrial factories, like the existing building, to taller residential and mixed-use buildings up to six storeys high. The planning scheme recognizes and supports this trend and the application is generally consistent with it.

Built Form

- *Form, mass and visual impact*

The proposal is for a seven-level residential building with access from Donaldson St for pedestrians and vehicles to a three-car wide stacker. An 'indoor recreation' facility is proposed to the Rouse St frontage and a roof-top deck, swimming pool with lift and stair overruns at the top of the building.

DDO1-2 has a preferred height of 10.5m and an "absolute maximum height" of 19.5m which in this context equates to the roof level of the seventh floor. The proposal is considered to be generally consistent with the height limits within the DDO.

The ground floor presents to Rouse St with a fully glazed 'shopfront', and to Donaldson St and the rear lane with dark grey face brickwork. A black perforated metal garage door defines the rear half of the Donaldson St frontage. A three-storey podium/street wall extends directly up from all exposed property boundaries.

The second and third levels at the front and rear are framed with white rendered surrounds around glazed balconies and windows with solid wall elements clad in black standing-seam metal decking. The white rendered finish extends across the northern podium façade which is punctuated with narrow vertical windows. Window and balcony glazing to 1.7m high on the side and rear facades is translucent to prevent overlooking of adjacent private properties.

Levels four to seven are clad in black standing-seam metal decking with cantilevered glazed balconies. The top level of the building contains the lift and stair overruns, a roof terrace and swimming pool which are sufficiently setback to limit their visibility from surrounding streets and of overlooking from them of adjacent properties.

- *Streetwall/setback/separation*

The proposal provides a 2-3 storey podium or street wall which is consistent with the DDO. Above the podium, levels four to seven are setback 3m from the front boundary and 900mm from the side and rear boundaries. Cantilevered balconies project 2.1m into the front setback and to the rear property boundary effectively reducing these upper level setbacks. A dark grey painted concrete wall extending to the building's apex defines the side boundary with the adjacent property at 217 Rouse St.

- *Overshadowing*

Plans submitted indicate that the building will overshadow the rear lane and east facing windows of the property to the west at the equinox before noon. The roof of the adjacent light industrial property to the south will always be overshadowed but this is not considered an issue due to the lack of habitable windows or private open spaces.

- *Fenestration*

Windows are typical for apartment developments with black aluminium frames and clear glass, or translucent glass to 1.7m when opposite adjacent windows or private spaces.

- *Materials and finishes*

The simple materials palette comprises wall cladding of black, standing-seam metal decking, black painted concrete, and black framed windows and balustrades. These are organized in a balanced composition to delineate between the lighter coloured base or podium and the darker upper building levels. The restrained colour range of black, grey and white should be visually recessive and sit comfortably within the immediate neighbourhood context.

Amenity & Legibility

- *Building entries*

A recessed doorway midway along the Donaldson St frontage provides access to the residential stair and lift lobby and is positioned alongside a recessed car stacker door. These entries are appropriately located and should contribute to levels of activation and personal security within the laneway.

- *Ground floor activation/transparency*

A space denoted as 'indoor recreation' is shown on the ground floor frontage, presumably for resident use. Floor to ceiling clear glazing is proposed though this may become screened for privacy should the space be used as intended. Plumbing for toilet or kitchen facilities are not shown which may restrict future conversion of the space to commercial uses. We recommend further information be provided regarding the details of the intended use, and the potential for the space to accommodate other future uses.

- *Safety & Surveillance (CPTED)*

Overlooking of Rouse St will be possible from balconies on front of the building. The high level screening of balconies and windows on the north and west faces will prevent overlooking of Donaldson St and the rear laneway potentially compromising public safety and security. Installation of effective and secure lighting to the adjacent laneways is recommended to improve their sense of safety.

- *Waste*

The waste report proposes collection by Council of bins placed in Donaldson St. We note that the laneway may be too narrow to maintain efficient and safe vehicle access before and after collection and recommend confirmation that Council is satisfied with the proposed provisions.

Referral Overview

From an urban design perspective, the proposal is generally consistent with the planning provisions, including DDO1-2.

Summary of Recommendations:

From an urban design perspective, the proposal is generally supported.

To gain full support the proposal should:

- Ensure effective and secure lighting of Donaldson St and the rear lane.
- Confirm the location for safe and effective placement and collection of waste bins
- Confirm the role of the ground floor recreation facility, and potential for future change of use.



MEMORANDUM

To	Martin Cooksley, Senior Urban Planner
From	Lingna Zhang, Senior Strategic Planner
Date	June 2022
Subject	223 Rouse Street, Port Melbourne
Planning Permit	

RESPONSE FROM STRATEGIC PLANNING

This advice responds to an amended proposal for the development of the above site referred to City Strategy in June 2022.

A strategic planning referral was prepared by Matt Budahazy, Senior Strategic Planner to the original version of the proposal in December 2021

Key issues referred in December 2021:

- Height as per DDO1-2
- Built form above preferred maximum height within 5m of street as per DDO1-2
- Any issues with side elevation along Donaldson Street (west) elevation

1. Proposal

The proposal is to construct a 6-storey mixed-use building with rooftop deck and basement car stacker, accessed from Donaldson Street. There will be one tenancy allocated as 'indoor recreation' (52 square metres) and seven dwellings.

The overall height of the building is now proposed to be 21.6 metres (including services). The three-storey podium is to be built to all boundaries. Upper levels are set back from the podium on the Rouse Street and Donaldson Street frontages, although are built to the laneway boundary. A car parking waiver is sought, with a total of eight car parking spaces proposed to service dwellings. The proposal also seeks the removal of a restrictive covenant preventing residential use.

2. Summary of previous strategic planning recommendation (Dec 2021)

- The proposal to provide additional employment space and dwellings in this well-serviced location has strong strategic support.
- The overall height of the proposal should be reduced due to the following reasons:
 - The proposal does not provide an adequate response to the height requirements set out in DDO1-2, and in turn, the response does not support design objectives in DDO1 seeking to achieve an acceptable balance between the opportunity for increased built form, bulk and height and maintaining a reasonable level of residential amenity.
 - The proposed height does not support policy in Clause 22.14 (*Bay Street Activity Centre Policy*) around '*Facilitate remaining opportunities for housing growth within the activity centre while protecting the heritage, low-rise character and amenity of the surrounding established residential areas*'(6.4.21) and '*Protect heritage and neighbourhood character values of the low-rise, fine grain residential areas surrounding the activity centre.*'(6.4.23)'
- Improvements to the Donaldson Street facing façade to promote passive surveillance and provide a more interesting and engaging response.
- No information provided to outline how the proposal satisfies Clause 22.13 (Environmentally Sustainable Development).

3. Discussion:

Overall height

Amendment made to the original plan:

- Reduction of floor-to-floor heights by 50mm from 3100mm to 3050mm and consequent reduction in overall height to the top of the stair roof by 300mm from 25100mm to 24800mm. As a result, the absolute building height is 19400mm, plus building services at maximum height of 2500mm.
- Deletion of the roof top pool and associated glass balustrade provides a more consistent and integrated treatment to the top of the building

Strategic Planning response:

- The overall height of the development is now consistent with the DDO1-2, as the DDO also allow for 'Architectural features such as domes, towers, masts and building services do not exceed the absolute maximum height by more than 4 metres and do not exceed 10per cent of the gross floor area of the top building level, except for DDO1-5.'

Area	Preferred front setback	Preferred maximum height less than 5m from any road boundary**	Absolute maximum height	Outcome
				The foreshore including associated bicycle and pedestrian paths and Bay Street enjoys good solar access in mid winter.
DDO1-2	0m	10.5m	19.5m	<p>Development responds to the traditional low rise, mixed character of the area's built form.</p> <p>The area is characterised by a combination of existing heritage maritime and industrial fabric, and new medium-rise contemporary development adding commercial and residential uses.</p> <p>There is comparatively higher development that does not dominate the lower scale setting of the remainder of Rouse Street.</p> <p>Development incorporates a 2 – 3 storey podium, with a simple form, masonry finish and 'punched' openings.</p> <p>Development is built to the street boundary and has an active edge at ground level in Rouse Street, and has a small front setback elsewhere.</p> <p>Upper levels up to a maximum of 6 storeys are distinct from the podium through setbacks and an expressive and heavily articulated form.</p> <p>Development contributes to an eclectic mix of architectural styles.</p> <p>The roof form contributes to a visually interesting skyline.</p> <p>The foreshore including associated bicycle and pedestrian paths, and to Bay Street and Rouse Street enjoys good solar access in mid winter.</p>

Built form above preferred maximum height within 5m of street

Amendment made to the original plan:

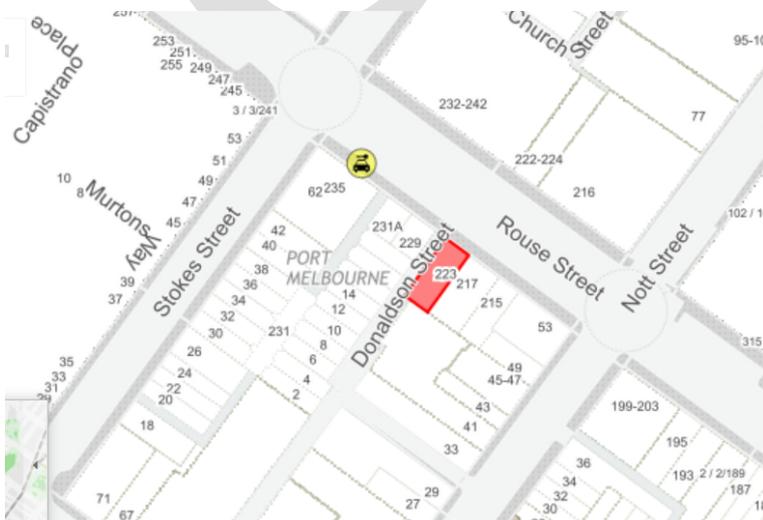
- Reduce the size of front balconies on level 4-6 by 3 sqm each and substitution rhs balustrades for concrete wall on the sides- an improved presentation to the street frontage (Left – amended; Right – original)



Strategic Planning response:

The front setback of Level 4-6 should be further increased to better respond to the lot size, the DDO1-2 built form requirement within 5m of street, and outcomes especially in relate to its interface with the low scale and residential neighbourhood:

- The amended proposal made minor change to the front setback. With a front setback of 3 m, the amended proposal still represents a significant departure from the '10.5 preferred maximum height less than 5 metres from any road boundary'.
- The amended proposal does not provide sufficient contextual analysis (e.g podium setback of surrounding buildings) as to justify why the setback should be reduced.
- The Cantilevered front balconies on level 4-6, while each reduced by 3 square metres in size, still project 2.1m into the front setback with significant visual weight. Strategic planning suggests the applicant to consider reduce the size of balconies, and/or substitute clear glass (similar to balcony 1) for rhs balustrades to reduce the visual weight.
- There has been no change made to the rear of the building.
- Existing buildings on the south side of Rouse St between Stokes St and Nott Street are generally 2-3 storeys on distinctly smaller lots size.
- Development of a much smaller site (212 sqm) should not be expected to reflect the same level of density observed at 203, 216, 224, 232 Rouse Street, 41, 45-47 Nott St and 55 Bay Street as suggested by the applicant.



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Side elevation along Donaldson Street (west) elevation

Amendment made to the original plan:

- Introduction of a vertical break and associated glazing midway along the north-west elevation that provides daylight and (possible) ventilation into the lift lobby of first and second floors and articulation of this face of the building
- Introduction of a translucent window to the Donaldson St face of the ground floor recreation room will provide some sense of internal activity to the laneway

Strategic Planning response:

- Note the additional vertical break and associated glazing has improved articulation of the elevation at upper level.
- Note and support the urban design recommendation from Hanson acquired by the applicant regarding 'using the corner to improve activation'. The applicant should consider relocate front balconies at level 1 and 2 to overlook both Donaldson Street and Rouse Street to ensure high level of activation and passive surveillance of both public realm interfaces.
- Note the introduction of a translucent albeit quite narrow window at ground level
- Note and in partial support urban design recommendation from Hanson. Encourage the applicant to consider adding another clear class window closer to corner of Rouse Street to ensure promote activation and passive surveillance to Donaldson Street.

Other matters:

Environmental Sustainable Design

- Further advice should be sought from the Sustainability team to understand whether the amended proposal adequately addressed the ESD objectives, especially in terms of Urban Ecology outcome.

Conclusion:

- The proposal to provide additional employment space and dwellings in this well-served location has strong strategic support. Redevelopment of this site is encouraged.
- Strategic planning is not convinced that the current proposal has provided sufficient contextual analysis to justify the reduction of level 4-6 front setback from 5m to 3m. In addition, the cantilevered balconies on level 4-6 represent still project 2.1m into the front setback with significant visual weight.
- The applicant should consider further increase the front setback of level 4-6 to better respond to the lot size, the DDO1-2 built form requirement, and outcomes especially in relate to its interface with the low scale and residential neighbourhood.
- The applicant should also consider further reduce the size of the balconies of level 4-6 and/or use framed clear glass balustrade (similar to balcony 1) to reduce visual impact projected into the setback.
- Strategic planning encourages the applicant to consider further improve the west elevation along Donaldson Street by:
 - relocating front balconies at level 1 and 2 to overlook both Donaldson Street and Rouse Street and
 - adding extra window at ground level close to corner of Rouse Street to improve passive surveillance to Donaldson Street.
- Strategic planning encourages the applicant to consider better environmental sustainability outcomes, especially in terms of landscaping and Urban Ecology outcome.



Planning Application referral to Sustainable Design Advisor

Application no:	PDPL/01407/2021					
Address:	223 Rouse Street, Port Melbourne					
Status:	Advertising					
Planner:	Martin Cooksley					
Description:	The construction of a six-storey mixed use development with rooftop deck and basement car stacker, containing 8 dwellings and an indoor recreation facility at ground floor; a reduction in the car parking requirements; and the removal of restrictive covenant on title.;					
Dates	Pre-Application	Lodgement	Notice of Decision	Appeal lodged	Permit Issued	VCAT outcome Outcome date

Referral Type:

Residential Extension Single dwelling (new) Multiple Dwellings Mixed Use Non-residential

Application Status:

Pre-app Prelim check RFI Advertising Reporting VCAT Condition Completion

Documents/Plans for Review:

ADV set in 1C

PLANNER –

Date 02/06/22

To the Sustainable Design Advisor

Please review and provide comment on the above project. This is a follow up to the previous referral, but with an SMP provided.

Kind regards

Martin Cooksley

Sustainable Design Advisor - response

Date 17/06/22

Hi Martin,

The architectural drawings, STORM and BESS report for the above project were reviewed against the WSUD (LPP 22.12), and ESD (LPP 22.13) policies. There are a few issues to address, suggest that the SMP not be endorsed and they address them as part of their condition 1 submission.

Kind regards,

Imm Chew

Outcome:

The application **almost** demonstrates an acceptable outcome for ESD

Suggested Action:

ESD improvements required prior to decision > Re-Refer to Sustainable Design

R-SUSDES Referral - Sustainable Design

ESD improvements required prior to decision:

The following key ESD matters must be improved/addressed prior to approval. Please re-refer to Sustainable Design Advisor:

BESS Assessment:

The project needs to maintain the proposed 57% overall score and minimums in Energy (50%), Water (50%), IEQ (50%) and Stormwater (100%) categories in BESS to demonstrate best practice in sustainable design. Considering your response to the points below, should any category fall short of the minimum targets, adjustments will need to be made to demonstrate that the project meets the BESS minimums.

IEQ:

Ventilation

Ensure all bathrooms and ensuites have an openable window or openable skylight or exhaust fans with humidity sensors to allow daylight and ventilation.

Energy:

Energy Heating & Cooling Systems

4-stars has been entered in the BESS assessment when the commitment in the report only indicates within a star of the best available. Please amend the report to indicate a commitment to specifying heating and cooling systems to meet a 4-star minimum heating and cooling or equivalent to reflect what has been entered into BESS assessment.

Water:

Water 1.1 Water Efficient Fixtures

The SDA needs to have clear statements that a dishwasher with a minimum 5 Star WELS rating will be provided as part of the fit-out to each dwelling to reflect what is in the BESS assessment.

Stormwater:

Local Policy 22.12: Stormwater Management applies to this application size. Refer to <https://www.portphillip.vic.gov.au/media/mxmfgs1s/sustainable-design-compliance-guidelines-stormwater-management-2.pdf> on how to provide an appropriate response. This includes addressing the following:

- STORM report is missing.

Transport:

Transport 1.1 Bicycle parking – residential

Provide each unit with at least 1 bicycle space.

Waste: no issues

Urban Ecology:

Urban Ecology 2.4 Private Open Space - Balcony / Courtyard Ecology

Since there is no communal garden for the resident, provide a tap and floor waste to each dwelling's private open space, preferably connected to the rainwater tank.

Building Management & Construction: no issues

Materials:

Provide details of proposed roof materials. This is currently not detailed on the proposed plans. Light reflective colours should be selected for roof materials to reduce heat gain to the building, as well as preventing the urban heat island effect.

Concrete - A minimum of 20% of the cement must be replaced with supplementary cementitious material (SCM), 50% recycled aggregate and 50% recycled water.

Steel - All fabricated structural steelwork to be supplied by a steel fabricator/contractor accredited to the Environmental Sustainability Charter of the Australian Steel Institute and minimum of 60% of all reinforcing bar and mesh is produced using energy-reducing processes in its manufacture.

Innovation: no issues

From: "Waste Management Plan Referrals"
<WasteMgtPlanReferrals@portphillip.vic.gov.au>
Sent: Thu, 16 Jun 2022 15:19:08 +1000
To: "Martin Cooksley" <Martin.Cooksley@portphillip.vic.gov.au>; "Waste Management Plan Referrals" <WasteMgtPlanReferrals@portphillip.vic.gov.au>
Subject: RE: Waste Management Referral - PDPL/01407/2021 - 223 Rouse Street, Port Melbourne

Sorry, also forgot to add below;

- A chute system is required for a residential building with 5 Levels and above.

Binita

Senior Waste Management Specialist
T: 03 9209 6423
Operations Centre | 69-81 White Street, South Melbourne, Victoria, 3205

Shrestha

| Construction, Contracts and Operations
| M: [0435 652 186](tel:0435652186)
Operations Centre | 69-81 White Street, South Melbourne, Victoria, 3205

From: Binita Shrestha <Binita.Shrestha@portphillip.vic.gov.au>
Sent: Thursday, 16 June 2022 3:14 PM
To: Martin Cooksley <Martin.Cooksley@portphillip.vic.gov.au>; Waste Management Plan Referrals <WasteMgtPlanReferrals@portphillip.vic.gov.au>
Subject: RE: Waste Management Referral - PDPL/01407/2021 - 223 Rouse Street, Port Melbourne

Hi Martin,

Not sure why it wasn't sent long ago, it had been looked at and have below comments;

- Commercial tenements can have 1x120L waste and 1x240L recycling bin and should be separated from the residential bins. Private waste management services will be required for any additional waste generation from the commercial tenements.
- Please allocate bin space for food/green waste bins for future council services.
- Highly recommend allocated space for glass bin.
- Bin storage for residential and commercial tenements must be separate.
- Number of bins noted in the WMP varies from the number of bins shown/drawn on the plan.
- Please note on the WMP that the collected bins will be removed soon after the collection to avoid any blockages on the narrow street.

Kind regards,

Binita

Senior Waste Management Specialist
T: 03 9209 6423
Operations Centre | 69-81 White Street, South Melbourne, Victoria, 3205

Shrestha

| Construction, Contracts and Operations
| M: [0435 652 186](tel:0435652186)
Operations Centre | 69-81 White Street, South Melbourne, Victoria, 3205

From: Martin Cooksley <Martin.Cooksley@portphillip.vic.gov.au>
Sent: Thursday, 16 June 2022 2:37 PM
To: Waste Management Plan Referrals <WasteMgtPlanReferrals@portphillip.vic.gov.au>
Cc: Binita Shrestha <Binita.Shrestha@portphillip.vic.gov.au>
Subject: RE: Waste Management Referral - PDPL/01407/2021 - 223 Rouse Street, Port Melbourne

Hello,

Just following up on this referral that was sent on 24 December 2021 - **PDPL/01407/2021 - 223 Rouse Street, Port Melbourne.**

We are about to proceed to advertising, and have noticed that the Waste Management Referral has not been completed.

Could you please review this application and provide referral comments as soon as possible?

Thanks,

Martin

Senior Urban Planner

T: 03 9209 6424

St Kilda Town Hall | 99a Carlisle Street, St Kilda, Victoria 3182

Cooksley

| City Development

| W: www.portphillip.vic.gov.au



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CITY OF PORT PHILLIP

TRAFFIC/PARKING REFERRAL

TO: Martin Cooksley
Senior Urban Planner

FROM: Arian Menxhiqi
Traffic Engineer

DATE: 18 March 2022

REF: PDPL/01407/2021

ADDRESS: 223 Rouse Street, Port Melbourne

Proposal:

- Proposal for the construction of a six-storey development comprising of:
 - 4 x two-bedroom dwellings;
 - 3 x three-bedroom dwellings; and
 - 52m² indoor recreation facility (reduced floor area from existing commercial use).
- The proposal includes an at-grade car stacker comprising of 8 parking spaces (all parking spaces allocated to the residential use component).
- Access is proposed via Donaldson Street.
- No loading area is proposed off-site.
- Waste is proposed to be collected kerbside.
- 1 bicycle parking space is proposed for residents onsite.
- 3 existing bicycle spaces for the commercial use is proposed to be replaced.

Key Issues:

- **Pedestrian access to residential dwellings.**
- **Loading facilities.**

Car Park Layout:

Access ways:

- Access is proposed directly from Donaldson Street.
- The existing vehicle crossing on Rouse Street is to be reinstated to kerb and channel to Council satisfaction.
- The Parking Assessment (PA) undertaken by Zav Traffic argues that sight triangles are not required as the Donaldson Street frontage does not have a footpath for pedestrians. Given that Donaldson Street has similar characteristics to a laneway with low traffic and pedestrian volumes, full sight triangles may not be required, however some visibility is expected. Convex mirrors (installed within the property boundary) are recommended to provide sightlines. Visibility is important as exiting motorists are legally required to give way to any pedestrians or vehicles in Donaldson Street.

Car parking spaces:

- The PA notes that the proposed car stackers can cater for a vehicle that is 5.2m long and the available platform width is 2.7m wide. The stackers are accessed from a 6.4m wide aisle (inclusive of Donaldson Street carriageway). This is acceptable.

- The proposed car park layout is considered acceptable. The swept paths indicate suitable access/egress to all spaces can be undertaken with suitable clearance for a B85 vehicle.

Pedestrian Access:

- Pedestrian access associated to the residential use is proposed directly from Donaldson Street. Donaldson Street does not have a footpath for pedestrians. There are concerns regarding pedestrian access, having pedestrians mix with vehicles on the carriageway. Particularly concerns relate to future requests for the installation of a footpath to address safety concerns or DDA requirements. As such, the applicant is to address concerns raised and consider amending the proposal to have pedestrians access their dwellings without walking on the carriageway.

Headroom and ramp grades:

- The PA notes that the proposed stacker limits the vertical clearance to 1.8m within each stacker platform. This is acceptable.
- The plans do not detail the proposed access way grades, however it appears the access way will be relatively flat and can be considered acceptable.

Bicycles

- Clause 52.34 of the planning scheme requires 2 bicycle parking spaces to be provided for the proposed development, comprising of:
 - 1 resident space; and
 - 1 visitor space.
- It is proposed to provide 1 bicycle space onsite for residents. No visitor space is proposed. This does not meet the requirements of the Planning Scheme. The applicant is to consider additional bicycle parking provision for the residential use, especially as a parking shortfall is requested.
- It is proposed to reinstate 3 existing bicycle spaces allocate to the proposed recreation facility. This is acceptable.
- **All bicycle spaces must be installed in accordance with the Australian standards, ensuring each space has a clear 1.5m access aisle.**

Loading and Waste Collection

- No off-street loading area has been provided. Given the small area of the recreation facility, an onsite loading area may be impractical. However, the applicant is to note that a Loading Zone cannot be guaranteed if requested in the future. Any request for a Loading Zone will need to go through standard Council procedures to change a parking restriction.
- Refuse bins are proposed to be collected kerbside using private collection services. Similar with Loading Zone concerns, there is no dedicated onsite loading area to cater for seamless waste collection. The private waste vehicle will need to abide by on-street parking restrictions and Road Rules (vehicle cannot double park or stop in prohibited parking areas).
- Waste Management plan to be referred to Council's Waste Management department for assessment.

Traffic Generation and Impact:

- The PA argues that the indoor recreation facility is not proposed to increase the patron/staff/floor area over the existing use. Therefore, the PA argues that the indoor recreation facility is not expected to generate additional vehicle trips over the existing use. This can be considered reasonable.
- The PA has adopted a conservative traffic generation rate of 5 vehicle movements for each 2-bedroom dwelling and 6.5 vehicle movements for each 3-bedroom dwelling. A peak hour rate of 10% of the daily volumes has been applied.

- Based on these rates, the residential component is expected to generate 40 additional movements to the road network during the day with 4 vehicle movements in each peak hour.
- It is anticipated that 40 additional daily movements and 4 peak hour movements will not adversely negatively affect the surrounding road network.

On Street Parking:

- The existing on-street parking is a mixture of short-term parking, Permit Zone and unrestricted parking.
- Residents/visitors of the development will not be eligible for resident parking permits and will need to abide by on-street restrictions. Should on-street parking be further restricted in the future, residents and their visitors will not be exempt from the restrictions through the use of parking permits.
- Staff/visitors to the commercial use will not be eligible for resident parking permits and will need to abide by on-street restrictions.

Parking overlay and parking provisions:

- Clause 52.06 of the planning scheme requires 10 off-street parking spaces to be provided for the proposed land uses, comprising:
 - 0 commercial spaces (no increase in floor area); and
 - 10 resident spaces.
- It is proposed to provide 8 off-street car parking spaces, within a stacker system, comprising:
 - 4 spaces allocated to the 2-bedroom apartments; and
 - 4 spaces allocated to the 3-bedroom apartments.
- Therefore, a parking dispensation of 2 parking spaces associated to the residential use can be considered reasonable considering the location of the site.
- Noting that the assessment for the appropriate rate for car parking provision lies with Statutory Planning. Reference should be made to CoPP's Sustainable Parking Policy. We also suggest comparing previous approved parking provision rates of adjacent developments as part of the Planning team's assessment / determination.

Other:

- Any redundant crossovers must be reinstated to Council satisfaction.
- Any proposed crossovers must be installed to Council satisfaction.
- The Applicant is responsible for all costs, including those incurred by Council for associated on-street parking signage, line-marking changes and/or infrastructure changes.

Feel free to contact me to discuss the above, if necessary

Regards

**Arian Menxhiqi
Traffic Engineer**